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1945

TM 55-525

WAR DEPARTMENT TECHNICAL MANUAL

U.S. Dept. of Army



SLEEPING CAR

AND SIMILAR ACCOMMODATIONS

CLASS OF TRANSPORTATION

WAR DEPARTMENT • JUNE 1945

WAR DEPARTMENT TECHNICAL MANUAL

TM 55-525

This manual supersedes AR 55-125, 9 January 1943, including C 1, 4 June 1943, and C 2, 4 August 1943, and paragraph 8, AR 55-105, 29 December 1942.

SLEEPING CAR

AND SIMILAR ACCOMMODATIONS

CLASS OF TRANSPORTATION



WAR DEPARTMENT • JUNE 1945

United States Government Printing Office

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WAR DEPARTMENT
Washington 25, D. C., 30 June 1945

TM 55-525, Sleeping Car and Similar Accommodations; Class of Transportation, is published for the information, guidance, and compliance of all concerned.

[AG 300.7 (29 May 45)]

OFFICIAL:

J. A. ULIO
Major General
The Adjutant General

G. C. MARSHALL
Chief of Staff

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Refer to FM 21-6 for explanation of distribution formula.

SLEEPING CAR AND SIMILAR ACCOMMODATIONS CLASS OF TRANSPORTATION

CHANGES

No. 2

U.S. WAR DEPARTMENT

WASHINGTON 25, D. C., 30 December 1946

TM 55-525, 30 June 1945, is changed as follows:

5. Allowances, General

b. STANDARD ACCOMMODATIONS. (1) Subject to the provisions of paragraphs 6 and 7, regarding patients and their attendants, the following-named persons, when traveling under orders, are entitled at public expense to a lower berth in a standard sleeping car, or a seat in a sleeping car or parlor car:

(*b*) Cadets, United States Military Academy, aviation cadets, and noncommissioned officers of first, second, and third grades when traveling individually, or included in parties of nine persons or less. (In counting the party there will be included cadets, United States Military Academy, aviation cadets, noncommissioned officers of all grades, other enlisted persons, applicants and rejected applicants for enlistment, but not officers.) See also *c*(2) below regarding parties of 10 persons or more.

c. TOURIST ACCOMMODATIONS. Subject to the provisions of paragraphs 6 and 7 regarding patients and their attendants, tourist accommodations will be furnished on the following basis when journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train:

[AG 300.7 (25 Sep 46)]

BY ORDER OF THE SECRETARY OF WAR:

OFFICIAL:

EDWARD F. WITSELL
Major General
The Adjutant General

DWIGHT D. EISENHOWER
Chief of Staff

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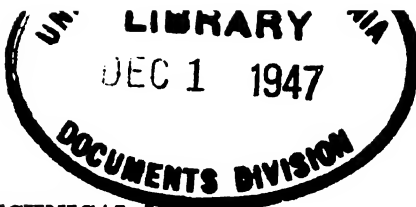
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For explanation of distribution formula, see FM 21-6.

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TM 55-525

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TECHNICAL MANUAL

SLEEPING CAR AND SIMILAR ACCOMMODATIONS

CLASS OF TRANSPORTATION

CHANGES
No. 4 }

WAR DEPARTMENT

WASHINGTON 25, D. C., 12 June 1947.

TM 55-525, 30 June 1945, is changed as follows, *effective 1 July 1947*:

5. Allowances (As changed by C2 and C 3.) (Superseded.)

a. **THROUGH ACCOMMODATIONS.** When sleeping-car accommodations are authorized herein, the transportation requests will be issued for the accommodations authorized, from starting point to destination unless only coach service is operated at the beginning or end of the journey. (See AR 55-110.) See also special instructions in AR 55-145 regarding troop trains.

b. **SPECIAL SLEEPING CARS.** Under a special agreement dated 18 September 1940, as amended 26 December 1944 and 18 September 1945, The Pullman Company will furnish tourist sleeping cars, or non-air-conditioned standard sleeping cars substituted therefor, at tourist rates for groups of 15 or more persons who, under the provisions of this manual, are entitled to tourist sleeping-car accommodations whenever available. Under the terms of the current Joint Military Passenger Agreement (War Department Commercial Traffic Bulletin No. 6, of current year). The Pullman Company will furnish accommodations in cars designated "Troop Sleepers" at tourist rates. In all other cases The Pullman Company requires tariff charges according to the type of car in which accommodations are furnished.

c. **STANDARD ACCOMMODATIONS: PERSONS ENTITLED To.** (1) Subject to the provisions of paragraphs 6 and 7 regarding patients and their attendants, the following-named persons, when traveling under orders, are entitled at public expense to a lower berth in a standard sleeping car, or a seat in a sleeping car or parlor car, provided that whenever they travel in groups comprised of such persons on journeys involving night travel, and the number of persons included in a particular group is sufficient to justify the utilization of a special standard sleeping car for their accommodation (par. 12), each person included in the group will be furnished a lower berth in such car, except that if there are more than a sufficient number of persons to occupy all the lower berths in the entire car, then the remaining persons will be furnished an upper berth each in the same car until its capacity

*These changes supersede C 1, 30 August 1946; C 2, 30 December 1946; and C 3, 29 January 1947.

is reached. If there is a sufficient number of persons to justify the utilization of more than one special standard sleeping car (par. 12), berth accommodations in the second car and any succeeding additional cars will be furnished on the same basis as that prescribed above for the first car. Whenever civilian employees entitled to a lower berth in a standard sleeping car, under the provisions of War Department Civilian Personnel Regulations No. 155, are included in a group together with any of the following-named persons, and the total number in the group is sufficient to justify the utilization of a special standard sleeping car(s) for their accommodation, the civilian employees will be furnished berth accommodations on the same basis as that prescribed above for the other persons included in the group.

(a) Except as provided in paragraph 11, officers not traveling in a mileage status, provided that they are entitled to a separate compartment for night railway travel in foreign countries, where the type of accommodations otherwise available is not similar to that used in the United States. (See AR 35-4820.)

(b) Members of the Reserve Officers' Training Corps while traveling, except by organizations, to and from camps of instruction, when not paid travel allowances.

(c) Relative acting as attendant to remains, and return of attendant when required, under the provisions of AR 55-120.

(d) Civilian candidates, Citizens' Military Training Camps, when transportation is furnished by the United States.

(e) Cadets discharged from the United States Military Academy who are authorized to be furnished transportation in kind under the provisions of AR 55-120. (See also (2) below.)

(2) *Cadets, United States Military Academy.* Cadets, United States Military Academy, when traveling under orders, are entitled at public expense to the accommodations prescribed in the following subparagraphs on the basis set forth therein. (See (1)(e) above for cadets discharged from the United States Military Academy.)

(a) *Sleeping accommodations.* Except as provided in (c) below, when the journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train, cadets traveling individually, or included in groups of 14 cadets or less, will be furnished a berth in a standard sleeping car, a lower if available, otherwise an upper. Groups of 15 cadets or more will be furnished standard sleeping-car accommodations on the basis of sections, 2 cadets to a section (one lower and one upper berth), the "odd number" cadet, if any, to be furnished a lower standard berth.

(b) *Seating accommodations.* Except as provided in (c) below, for journeys other than those set forth in (a) above, cadets traveling individually, or included in groups of 14 cadets or less, will be furnished seats in a sleeping car or parlor car. Groups of 15 cadets or more will be furnished coach accommodations only.

(c) *Exceptions to (a) and (b) above.* Cadets traveling as patients will be furnished the accommodations prescribed in paragraphs 6 and 7. Cadets included in a movement of troops, as defined in paragraph 11, will be furnished the accommodations prescribed in that paragraph.

(3) *Aviation cadets; noncommissioned officers of first grade.* Subject to the provisions of paragraphs 6 and 7 regarding patients and their attendants, aviation cadets and noncommissioned officers of first grade, when traveling under orders, are entitled at public expense to the accommodations prescribed in the following subparagraphs on the basis set forth therein.

(a) *Sleeping accommodations.* When the journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train, aviation cadets and noncommissioned officers of first grade traveling individually, or included in groups of 4 persons or less consisting of aviation cadets and/or noncommissioned officers of first grade, will be furnished a berth in a standard sleeping car, a lower if available, otherwise an upper, and groups of 5 persons or more consisting of aviation cadets and/or noncommissioned officers of first grade will be furnished standard sleeping-car accommodations on the basis of sections, 2 persons to a section (one lower and one upper berth), the "odd number" person, if any, to be furnished a lower standard berth. When aviation cadets and/or noncommissioned officers of first grade are included in the same group with any number of enlisted persons below the first grade and/or applicants or rejected applicants for enlistment the sleeping-car accommodations prescribed in *d* below will be furnished.

(b) *Seating accommodations.* For journeys other than those set forth in (a) above, aviation cadets and noncommissioned officers of first grade will be furnished with seats in a sleeping car or parlor car when they are traveling individually, or are included in groups of 14 persons or less consisting of aviation cadets and/or noncommissioned officers of first, and/or second and/or third grades. Aviation cadets and noncommissioned officers of first grade will be furnished only coach accommodations when they are included in groups of 15 persons or more consisting of aviation cadets and/or noncommissioned officers of first and/or second and/or third grades, and when they are included in the same group with any number of enlisted persons below the third grade and/or applicants or rejected applicants for enlistment.

(4) *Noncommissioned officers of second and third grades.* Subject to the provisions of paragraphs 6 and 7 regarding patients and their attendants, noncommissioned officers of second and third grades, when traveling under orders, are entitled at public expense to the accommodations prescribed in the following subparagraphs on the basis set forth therein.

(a) *Sleeping accommodations.* The foregoing noncommissioned officers will be furnished an upper berth in a standard sleeping car

when they are accompanying dependents whose transportation is *authorized at public expense*, and such authorized dependents are furnished sleeping-car berth accommodations under the provisions of (6) below. See *d* below for accommodations authorized when not accompanying dependents.

(b) *Seating accommodations.* When berth accommodations are not authorized under (a) above or *d* below, noncommissioned officers of second and third grades will be furnished with seats in a sleeping car or parlor car when they are traveling individually, or are included in groups of 14 persons or less consisting of aviation cadets and/or noncommissioned officers of first and/or second and/or third grades. Noncommissioned officers of second and third grades will be furnished only coach accommodations when they are included in groups of 15 or more persons consisting of aviation cadets and/or noncommissioned officers of first and/or second and/or third grades, and when they are included in the same group with any number of enlisted persons below the third grade and/or applicants or rejected applicants for enlistment.

(5) *Enlisted persons below third grade.* Enlisted persons below third grade will be furnished an upper berth in a standard sleeping car, or a seat in a sleeping car or parlor car, when they are accompanying dependents whose transportation is *authorized at public expense*, and such authorized dependents are furnished berth or seat accommodations under the provisions of (6) below. See *d* below for accommodations authorized when not accompanying dependents.

(6) *Dependents.* Wives, dependent children, and dependent fathers and mothers whose transportation is authorized by AR 55-120 are entitled to seats in a sleeping car or parlor car on the basis of one individual seat for each person, or to berths in a standard sleeping car on the following basis, regardless of the accommodations to which the individual changing station may be entitled under the provisions of this manual (dependents, other than wives, children, fathers, or mothers, whose transportation may be authorized under the "Missing Persons Act" by AR 55-121 are entitled to seats in a sleeping car or parlor car, or to berth accommodations in a standard sleeping car on the same basis as prescribed herein for a dependent father or dependent mother). (See par. 21j, AR 55-110, regarding issuance of transportation requests for dependent children

(a) One lower berth for—

Wife.

Dependent father.

Dependent mother.

Child alone.

Wife and child under 6 years of age.

Wife and female child over 6 years of age.

Two children, same sex.

Two children, opposite sex, both under 6 years of age.

- (b) One section, or separated lower and upper berths for—
Wife and one child, male, over 6 years of age.

Wife and two children.

Two children, opposite sex, one or both over 6 years of age.

(c) When the number of children exceeds two, accommodations for the additional children will be provided on the basis prescribed above for the first two children.

(d) If a lower berth is not available under (a) and (b) above, one upper berth may be furnished to each individual.

(e) The foregoing allowance is based on all the dependents traveling together at the same time. If the dependents travel separately and the total allowance becomes exhausted through being furnished the accommodations and/or by claiming monetary allowance in lieu thereof (AR 55-120), no further accommodations may be furnished.

(7) In certain other cases, as prescribed in this manual, standard accommodations may be furnished when other kind of accommodations are not available.

d. TOURIST ACCOMMODATIONS: PERSONS ENTITLED TO WHENEVER AVAILABLE. (1) *General.* Subject to the provisions of paragraphs 6 and 7 regarding patients and their attendants, the persons named in the following subparagraphs, when traveling under orders are entitled at public expense to the sleeping-car accommodations prescribed in (2) and (3) below on the basis set forth therein when journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train.

(a) Aviation cadets and noncommissioned officers of first grade when included in the same group with any number of enlisted persons below the first grade and/or applicants or rejected applicants on enlistment.

(b) Enlisted persons below the first grade when not accompanying authorized dependents (see *c* (4) and (5) above).

(c) Applicants or rejected applicants for enlistment.

(2) *Individuals; groups of 14 persons or less.* (a) *Kind of accommodations; basis for furnishing.* Persons specified in (1) (a), (b), and (c) above when traveling individually, or included in groups of 14 persons or less will be furnished accommodations in a tourist sleeping car, except as provided in (b) below, on the following basis. (In counting the group to determine accommodations under 1 and 2 below, there will be included the persons specified in (1) (a), (b), and (c) above, but not officers, or cadets, United States Military Academy):

1. *Individuals; groups of 4 persons or less.* When accommodations in a tourist sleeping car of the regular section type are to be utilized, each person, other than aviation cadets and noncommissioned officers of first grade, will be

furnished an upper berth, if available, otherwise a lower. Aviation cadets and/or noncommissioned officers of first grade when included in a group will be furnished a lower berth, if available, otherwise an upper. Each person will be furnished an individual tier berth when accommodations in a Pullman Company three-tier tourist sleeping car are to be utilized. (See (c) below.)

2. *Groups of 5 to 14 persons, both inclusive.* When accommodations in a tourist sleeping car of the regular section type are to be utilized such accommodations will be furnished on the basis of sections, 2 persons to a section (one lower and one upper berth), any aviation cadets or noncommissioned officers of first grade included in the group to be assigned to lower berths so far as practicable. The "odd number" person, if any, will be furnished an upper berth if available, otherwise a lower. (See (c) below.) Each person will be furnished an individual tier berth when accommodations in a Pullman Company three-tier type tourist sleeping car is to be utilized.

(b) *Standard accommodations in lieu of tourist.* Whenever tourist car berths are not available, standard-car berths will be furnished under the same conditions as set forth in (a) above, and on the same basis as set forth therein for furnishing berth accommodations in a tourist sleeping car of the regular section type.

(c) *Alternative allowances.* The alternative allowances (upper or lower berths; tourist or standard accommodations) provided for in this subparagraph (2) contemplate furnishing the most economical accommodations available on the train (and connecting trains en route) and authorized. The higher cost berths and accommodations will be utilized only to the extent that those of lower cost are not available. (See par. 13.)

(3) *Groups of 15 persons or more (see b above.).* (a) *Kind of accommodations to be furnished.* Persons specified in (1) (a), (b), and (c) above, when included in groups of 15 persons or more (in counting the group there will be included the persons specified in (1) (a), (b), and (c) above, but not officers, or cadets, United States Military Academy), will be furnished accommodations in a special tourist sleeping car(s) of the regular section type or in a non-air-conditioned standard sleeping car(s) substituted therefor, provided that whenever a special sleeping car(s) of the foregoing kind and type cannot be made available by the carriers, accommodations will be furnished in the kind and type of sleeping car which can be made available at the time the movement takes place. The order of precedence in which the various kinds and types of special sleeping cars will be furnished by the carriers, according to availability, and the order of precedence in which such

cars will be utilized whenever it is necessary for the carriers to furnish more than one kind of sleeping car for a particular movement, is prescribed in the current Joint Military Passenger Agreement (War Department Commercial Traffic Bulletin No. 6 of current year).

(b) *Basis on which berth accommodations will be furnished.*

1. *In sleeping cars of regular section type.* Berth accommodations will be furnished on the basis of sections, 2 persons to a section (one lower and one upper berth), any aviation cadets or noncommissioned officers of first grade included in the group to be assigned to lower berths so far as practicable. The "odd number" person, if any, will be furnished an upper berth if available, otherwise a lower. When sleeping cars containing drawing rooms are furnished by the carriers, the drawing room will be used as a section (one lower and one upper berth), except that the sofa in the drawing room will also be used if the use thereof will obviate the operation of an additional sleeping car, the sofa to be used on the basis of one additional upper berth. For example: When a group of 53 persons is traveling in sleeping cars of the twelve-section, one-drawing room type, they will be furnished a transportation request for 26 lower and 27 upper berths.

First car: 13 lower berths for 13 persons.

13 upper berths for 13 persons.

Second car: 13 lower berths for 13 persons.

14 upper berths for 14 persons.

Total: 26 lower berths and 27 upper berths for
53 persons.

In special train movements one berth will always be left unassigned for use of the sleeping-car conductor. When the carriers advise that a train escort will accompany a special train movement, and requests that a berth be left unassigned for his use, the carriers' request will be complied with.

2. *In sleeping cars of the three-tier type.* Each person assigned to space in a Pullman Company three-tier type tourist sleeping car, or in a troop sleeper (see *c* below), will be furnished an individual tier berth. If all sleeping cars furnished for a special train movement are of the three-tier type, one individual tier berth will always be left unassigned for the use of the sleeping-car conductor. When the carriers advise that a train escort will accompany a special train movement, and requests that a berth be left unassigned for his use, the carriers' request will be complied with. (See *1* above.)

e. **TROOP SLEEPERS.** Whenever troop sleepers are used in lieu of tourist sleepers, see War Department Commercial Traffic Bulletin No. 6 of current year, regarding the use of troop sleepers.

f. **COMMERCIAL VESSEL.** See paragraph 17.

g. **TRANSPORTATION OF ALIENS AND OTHER PERSONS EVACUATED FROM MILITARY AREAS.** The lowest class of transportation by the facility used will be furnished aliens or other persons evacuated from military areas pursuant to the provisions of Executive Order No. 9066 (sec. II, WD Bul. 10, 1942), except that where transportation is by rail carriers and the journey involves spending two nights or more on the train, sleeping-car accommodations will be furnished as prescribed in (1) and (2) below for the entire distance from point of origin to destination only for all children under 14 years of age and females who may be included in a movement.

(1) *Fourteen persons or less.* When the total number of children under 14 years of age and females included in a particular movement is 14 or less, sleeping-car accommodations will be furnished in tourist sleeping cars of the regular section type, if available, otherwise in Pullman Company three-tier tourist sleeping cars, if available; otherwise in standard sleeping cars of the regular section type. Each person assigned to space in a Pullman Company three-tier tourist sleeping car will be furnished an individual tier berth, and persons assigned to space in sleeping cars of the regular section type will be furnished berth accommodations on the following basis:

(a) A mother with her child or children under 14 years of age or a woman in charge of a child or children under 14 years of age, as prescribed for a wife and child or children in paragraph 5c (6). (See also (d) and (e) below.)

(b) Other women 50 years of age and over, a separate lower berth for each. (See (d) and (e) below.)

(c) Other females 14 years of age and over, and under 50 years, two persons to a lower berth, the "odd number" persons, if any, to be furnished an upper berth. If an upper berth is not available for the "odd number" person, she will be furnished a lower berth. (See (d) and (e) below.)

(d) Where lower berths or a sufficient number thereof are not available, one upper berth will be furnished each individual to the extent that lower berths are not available on the basis set forth in (a), (b), and (c) above.

(e) The alternative allowances (upper or lower berths; tourists or standard accommodations) provided for in this subparagraph (1) contemplate furnishing the most economical accommodations available on the train (and connecting trains en route) and authorized. The higher cost berths and accommodations will be utilized only to the extent that those of lower cost are not available. (See par. 13.)

(2) *Fifteen persons or more.* (a) *Kind of accommodations to be furnished.* When the total number of children under 14 years of age and females included in a particular movement is 15 or more, they will be furnished accommodations in a tourist sleeping car or non-air-conditioned standard sleeping car substituted therefor, of the regular section type, provided that whenever a special sleeping car of the foregoing kind and type cannot be made available by the carriers, they will be furnished accommodations in the kind and type of special sleeping car which can be made available at the time the movement takes place. The order of precedence in which special sleeping cars will be furnished by the carriers, according to availability, and the order of precedence in which such cars will be utilized when it is necessary for the carriers to furnish more than one kind of sleeping car for a particular movement, is prescribed in the current Joint Military Passenger Agreement (War Department Commercial Traffic Bulletin No. 6 of current year). (See *b* above.)

(b) *Basis on which berth accommodations will be furnished.*

1. *In sleeping cars of the regular section type.* The persons named in (1) (a) and (b) above will be furnished berth accommodations on the basis as set forth therein. The persons named in (1) (c) above will be furnished berth accommodations on the basis of two persons to a lower berth until all available lower berths in the car are used and the remainder of such persons in an upper berth each in the same car until the capacity of the car is reached. If there is a sufficient number of persons in a particular movement to justify the utilization of more than one special car, then the first car will be filled in the foregoing manner, and each succeeding additional car will be filled in the same manner. In special train movements one upper berth will always be left unassigned for use of the sleeping car conductor. When the carriers advise that a train escort will accompany a special train movement, and requests that a berth be left unassigned for his use, the carriers' request will be complied with. When special sleeping cars containing drawing rooms are furnished by the carriers, the drawing room will be used as a section (one lower and one upper), except that the sofa in the drawing room will also be used if the use thereof will obviate the operation of an additional sleeping car, the sofa to be used on the basis of one additional upper berth. Where lower berths or a sufficient number thereof are not available, one upper berth will be furnished each individual to the extent that lower berths are not available on the foregoing basis.

2. In sleeping cars of the three-tier type. Each person assigned to space in a Pullman Company three-tier type tourist sleeping car, or in a troop sleeper, will be furnished an individual tier berth. If all sleeping cars furnished for a special train movement are of the three-tier type, one individual tier berth will always be left unassigned for the use of the sleeping-car conductor. When the carriers advise that a train escort will accompany a special train movement, and requests that a berth be left unassigned for his use, the carriers' request will be complied with. (See 1 above.)

8.1 Enlisted Persons Discharged on Account of Fraudulent Enlistment (As added by C 1.) (Superseded.)

Whenever an enlisted person discharged from the Army of the United States on account of fraudulent enlistment, other than a discharged prisoner, is authorized transportation in kind under the provisions of AR 55-120, such enlisted person will be furnished the sleeping-car accommodations prescribed in paragraph 5 *d* (2) (a) 1, when journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train.

8.2 Military Personnel Separated From Active Service Under Conditions Other Than Honorable (As added by C 1.) (Superseded.)

Whenever military personnel separated from active service under conditions other than honorable are authorized transportation in kind under the provisions of AR 55-120, they will be furnished the sleeping-car accommodations prescribed in paragraph 5 *d* (2) (a) 1, when journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train.

9. Enlisted Persons, Upon Retirement. Rescinded by Changes No. 3, 29 January 1947.

11. Officers Not Traveling in Mileage Status; Cadets, United States Military Academy; and Civilian Employees Included in Movement of Troops (Superseded.)

a. DEFINITION. For the purpose of this paragraph the term "troops" as used herein means aviation cadets and/or enlisted persons and/or applicants or rejected applicants for enlistment.

b. ACCOMMODATIONS TO BE FURNISHED. Officers not traveling in a mileage status and/or cadets, United States Military Academy and/or civilian employees included in a movement of troops traveling on a

special troop train, or on a train other than a special troop train, will be provided with berth accommodations in a special standard sleeping car when there is a sufficient number of such persons to justify the utilization of a special car (par. 12), and the use of such special car accommodations is permitted by duties en route. Whenever a special standard sleeping car is utilized under the foregoing conditions, berth accommodations will be furnished on the basis of one lower berth each, except that if there are more than a sufficient number of persons to occupy all the lower berths of the entire car, then the remaining persons will be furnished an upper berth in the same car until its capacity is reached. If there is a sufficient number of such persons to justify the utilization of more than one special standard sleeping car (par. 12), berth accommodations in the second car and any succeeding additional cars will be furnished on the same basis as that prescribed above for the first car. When the journey does not involve night travel, such persons may be furnished seat accommodations in a special parlor car on the basis of one seat for each person if there is a sufficient number of persons to justify the utilization of a special parlor car (par. 12), except that civilian employees will not be furnished parlor-car accommodations where the provisions of War Department Civilian Personnel Regulations No. 155 do not allow such accommodations, and cadets, United States Military Academy, will not be furnished parlor-car accommodations when 15 or more such cadets are included in the movement (see par. 5 c (2) (b)). When the number of persons is too small to justify the utilizations of a special standard sleeping car, or a special parlor car, as the case may be, the following accommodations will be furnished:

(1) *On special troop train.* Officers not traveling in a mileage status and/or cadets, United States Military Academy and/or civilian employees included in the movement will be furnished with space properly curtained off for their accommodations in a car authorized for the troops, such space when sleeping cars are authorized for the troops to be on the basis of one berth for each such person, a lower if practicable, otherwise an upper. Room accommodations (roomettes, bedrooms, compartments, drawing rooms) will not be used unless the excess cost thereof is paid from personal funds to the sleeping-car conductor, or the sleeping-car company agrees to open such accommodations for occupancy on a berth basis.

(2) *Not on special troop train.* Officers not traveling in a mileage status and/or cadets, United States Military Academy and/or civilian employees included in the movement are entitled to accommodations in a standard sleeping car open to the general public on the same train, on the basis of one berth each, a lower if available, otherwise an upper, when such accommodations are available and their use is permitted by duties en route; otherwise they will be furnished with space in a car occupied by the troops, such space, when sleeping-car accommodations

are authorized for the troops, to be on the basis of one berth for each such person, a lower if available and practicable, otherwise an upper. When the journey does not involve night travel, parlor-car accommodations will be furnished in like circumstances on the basis of one seat for each such person, except that civilian employees will not be furnished parlor-car accommodations where the provisions of War Department Civilian Personnel Regulations No. 155 do not allow such accommodations, and cadets, United States Military Academy will not be furnished parlor-car accommodations when 15 or more such cadets are included in the movement (see par. 5c(2)(b)).

12. Utilization of Special Sleeping Cars or Parlor Cars (Superseded.)

Special sleeping cars or parlor cars will be utilized only when the expense does not exceed the cost of berths and seats authorized to be furnished. See the current Joint Military Passenger Agreement (War Department Commercial Traffic Bulletin No. 6 of current year).

[AG 300.7 (8 Feb 47)]

BY ORDER OF THE SECRETARY OF WAR:

OFFICIAL:

EDWARD F. WITSELL

Major General

The Adjutant General

DWIGHT D. EISENHOWER

Chief of Staff

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EXCEPT CARIBBEAN DEFENSE COMMAND (2).

For explanation of distribution formula, see TM 38-405.

TECHNICAL MANUAL
SLEEPING CAR AND SIMILAR ACCOMMODATIONS
CLASS OF TRANSPORTATION

CHANGES }
No. 5 }

U.S. DEPARTMENT OF THE ARMY
WASHINGTON 25, D. C., 14 October 1948

TM 55-525, 30 June 1945, is changed as follows:

5. Allowances

c. STANDARD ACCOMMODATIONS: PERSONS ENTITLED TO:

(6) *Dependents.* (Superseded.) (a) *General.* Dependents whose transportation is authorized by AR 55-120, or by the "Missing Persons Act" by AR 55-121, are entitled to berths in a standard sleeping car on the basis set forth in (b) below, or to seats in a sleeping car or parlor car on the basis set forth in (c) below, regardless of the accommodations to which the individuals changing stations may be entitled under the provisions of this manual.

(b) *Sleeping-car accommodations.* Authorized dependents will be classified into the maximum number of "pairs" and the minimum number of "individuals," and furnished accommodations in a standard sleeping car as scheduled below, at the lowest possible cost to the Government. Pairs are defined as follows:

1. Two dependents under 5 years of age, regardless of sex.
2. Two dependents, same sex, under 12 years of age.
3. Wife and one child, either sex, if child is less than 5 years of age.

"Individuals" are defined as dependents (other than a dependent father or dependent mother) who cannot be paired because one of them is 12 years of age or over, except for the wife as indicated in item 3 above, or the individuals are of opposite sex and one or both are 5 years of age or over. See (d) below. See also AR 55-110 regarding issuance of transportation requests for dependent children.

Authorized accommodations for dependent father or dependent mother—
1 lower berth each.

Authorized accommodations for dependents
(other than dependent father or dependent mother)

(see note below)

	Lower berth	Upper berth
1 Individual (no other dependents)-----	1	
2 Individuals not capable of being paired-----	1	1
3 Individuals not capable of being paired-----	2	1
4 Individuals not capable of being paired-----	2	2
1 Pair-----	1	
1 Pair and 1 other individual-----	1	1
1 Pair and 2 other individuals-----	2	1
1 Pair and 3 other individuals-----	2	2
1 Pair and 4 other individuals-----	3	2
2 Pairs-----	2	
2 Pairs and 1 other individual-----	2	1
2 Pairs and 2 other individuals-----	2	2
2 Pairs and 3 other individuals-----	3	2
2 Pairs and 4 other individuals-----	3	3
3 Pairs-----	3	
Each additional individual not scheduled above-----		1
Each additional pair not scheduled above-----	1	

If a lower berth is not available under this schedule, one upper berth may be furnished to each person.

Note. As a bedroom can be obtained on one adult railroad ticket, such accommodations will be furnished when available in lieu of berth space when it would otherwise be necessary to furnish a half-fare railroad ticket for a child under 5 years of age to obtain an upper berth.

(c) *Seating accommodations.* Where sleeping-car accommodations are not required for the journey, authorized dependents are entitled to seats in a sleeping car or parlor car on the basis of one individual seat for each dependent. See (d) below. See also AR 55-110 regarding issuance of transportation requests for dependent children.

(d) *Allowance based on all dependents traveling together at same time.* The allowance set forth in (b) and (c) above is based on all the dependents traveling together at the same time. If the dependents travel separately and the total allowance becomes exhausted through being furnished the accommodations and/or by claiming monetary allowance in lieu thereof (AR 35-4880), no further accommodations may be furnished.

* * * * *

[AG 300.7 (28 Apr 48)]

BY ORDER OF THE SECRETARY OF THE ARMY :

OFFICIAL :

EDWARD F. WITSELL
Major General
The Adjutant General

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This manual supersedes AR 55-125, 9 January 1943, including C 1, 4 June 1943, and C 2, 4 August 1943, and paragraph 8, AR 55-105, 29 December 1942.

1. Application

a. This manual prescribes the kind of, and the conditions under which, sleeping-car and similar accommodations will be furnished the persons enumerated herein, except those persons named in *b* below; also the class of transportation authorized to be furnished.

b. The provisions of this manual do not apply to enemy prisoners of war or enemy aliens.

2. Definitions

a. As used herein the term "officer" is applicable to all commissioned, warrant, and flight officer personnel of all components of the Army, including the Women's Army Corps, nurses, and other commissioned women of the Medical Department, or persons holding relative grades of commissioned officers.

b. The term "noncommissioned officer" as used herein is applicable to all noncommissioned officer personnel of all components of the Army, including the Women's Army Corps, also to technical and professional enrolled female personnel of the Medical Department in relative grades corresponding to the noncommissioned officer grades of the Regular Army.

c. The term "enlisted persons" as used herein is applicable to enlisted men and women of all components of the Army, also to technical and professional enrolled female personnel of the Medical Department.

3. Basis for Accommodations for Mixed Group of Enlisted Men and Enlisted Women (including enrolled women, if any)

In movements involving a mixed group of enlisted men and enlisted women (including enrolled women, if any) traveling on the same travel order, sleeping-car and parlor-car space will be determined and allotted on the basis of that which would be required if the men and women were traveling in separate groups.

4. Civilian Officials and Employees

The Standardized Government Travel Regulations which govern the travel of civilian officials and employees while traveling on official business for the Government will be observed, so far as applicable, in furnishing transportation for such persons serving under the jurisdiction of the War Department, except where specific laws provide otherwise. (See pars. 6, 7, and 11.)

5. Allowances, General

a. GENERAL. (1) When sleeping-car accommodations are authorized herein, the transportation requests will be issued for the accommodations authorized, from starting point to destination unless only coach service is operated at the beginning or end of the journey. (See AR 55-110.) See also special instructions in AR 55-145 and TM 55-530 (when published) regarding troop trains.

(2) The Pullman Company will furnish tourist sleeping cars or other sleeping cars at tourist rates for parties of 15 or more persons, except that when air-conditioned tourist sleeping cars are requested for such parties under paragraphs 6 and 7 but are not available and air-conditioned standard sleeping cars are furnished and used in lieu thereof, standard sleeping-car rates will be required.

b. STANDARD ACCOMMODATIONS. (1) Subject to the provisions of paragraphs 6 and 7, regarding patients and their attendants, the following named persons, when traveling under orders, are entitled at public expense to a lower berth in a standard sleeping car, or a seat in a sleeping car or parlor car:

(*a*) Except as provided in paragraph 11, officers not traveling in a mileage status, provided that they are entitled to a separate compartment for night railway travel in foreign countries, where the type of accommodations otherwise available is not similar to that used in the United States. (See AR 35-4820.)

(*b*) Except where delay en route (furlough) is authorized (AR 55-120 and TM 55-520 (when published)) cadets, United States Military Academy, aviation cadets, and noncommissioned officers of first, second, and third grades when traveling individually, or included in parties of nine persons or less. (In counting the party there will be included cadets, United States Military Academy, aviation cadets, noncommissioned officers of all grades, other enlisted persons, applicants, and rejected applicants for enlistment or enrollment, but not officers.) See also *c*(2) below regarding parties of 10 persons or more.

(*c*) Members of the Reserve Officers' Training Corps while traveling, except by organizations, to and from camps of instruction, when not paid travel allowances.

(*d*) Relative acting as attendant to remains, and return of attendant when required, under the provisions of AR 55-120 and TM 55-520 (when published).

(*e*) Civilian candidates, Citizens' Military Training Camps, when transportation is furnished by the United States.

(f) Cadets discharged from the United States Military Academy when traveling from the academy to their homes.

(g) Relative or friend not in the military service when acting as attendant to a military patient, when proceeding alone to the point from which the attendant service is to be performed, and when returning alone after having completed such attendant service, under the authority contained in War Department Memorandum 40-45, 23 March 1945.

(2) Wives, dependent children, and dependent fathers and mothers whose transportation is authorized by AR 55-120 and TM 55-520 (when published) are entitled to berths in a standard sleeping car or seats in a sleeping car or parlor car on the following basis, regardless of the accommodations to which the individual changing station may be entitled under the provisions of this manual (dependents, other than wives, children, fathers or mothers, whose transportation may be authorized under the "Missing Persons Act" by AR 55-120 and TM 55-520 (when published) are entitled to the same accommodations as those prescribed below for a dependent father or dependent mother:

(a) One lower berth for—

Wife alone.

Dependent father.

Dependent mother.

Child alone.

Wife and child under 6 years of age.

Wife and female child over 6 years of age.

Two children, same sex.

Two children, opposite sex, both under 6 years of age.

(b) One section, or separated lower and upper berths for—

Wife and one child, male, over 6 years of age.

Wife and two children.

Two children, opposite sex, one or both over 6 years of age.

(c) When the number of children exceeds two, accommodations for the additional children will be provided on the basis prescribed above for the first two children.

(d) If a lower berth is not available, one upper berth may be furnished to each individual.

(e) The foregoing allowance is based on all the dependents of one individual traveling together at the same time. If the dependents travel separately and the total allowance becomes exhausted through being furnished the accommodations and/or by claiming monetary allowance in lieu thereof (AR 55-120 and TM 55-520 (when published)) no further accommodations may be furnished.

(3) In certain other cases, as prescribed in this manual, standard accommodations may be furnished when tourist accommodations are not available.

c. TOURIST ACCOMMODATIONS. Subject to the provisions of paragraphs 6 and 7 regarding patients and their attendants, and except where delay en route (furlough) is authorized (AR 55-120 and TM 55-520 when published)), tourist accommodations will be furnished on the following basis when journey exceeds 12 hours and is scheduled to terminate after midnight, or when journey involves spending night on train:

(1) *Nine persons, or less* (par. 3). (a) In counting the party to determine accommodations under (b) and (c) below, there will be included aviation cadets, noncommissioned officers of all grades, other enlisted persons, applicants and rejected applicants for enlistment or enrollment, but not officers.

(b) Noncommissioned officers below the third grade are entitled to a separate berth each in a tourist sleeping car, except as provided in (3) below, an upper if available, otherwise a lower. (See (4) below.)

(c) Enlisted persons (other than aviation cadets and noncommissioned officers) and applicants or rejected applicants for enlistment or enrollment are entitled to accommodations in a tourist sleeping car, except as provided in (3) below, on the following basis:

1. One person traveling individually will be furnished an upper berth, if available; otherwise a lower. (See (4) below.)
2. Parties of two to nine persons, both inclusive, will be furnished accommodations on the basis of two persons in a lower berth; the "odd-number" person, if any, to be furnished an upper. If an upper is not available for the "odd-number" person, he will be furnished a lower. (See (4) below.)

(2) *Ten persons, or more (not counting officers in party)* (par. 3, and d below). Cadets, United States Military Academy, enlisted persons (including aviation cadets and all noncommissioned officers) and applicants or rejected applicants for enlistment or enrollment are entitled to accommodations in a tourist sleeping car, except as provided in (3) below, on the basis of two persons in a lower berth. The "odd-number" person, if any, is entitled to an upper berth. If there are more than a sufficient number of persons to occupy all the lower berths of an entire car on the basis of two persons in a berth, then the remaining persons will be furnished an upper berth each in the same car until its capacity is reached.

Each additional car will be filled in the same manner. In special train movements one upper berth will be left unassigned for the use of the pullman conductor. (See (4) below, and par. 12.) When tourist sleeping cars containing drawing rooms are furnished by the carriers, the drawing room will be used as a section; that is, one lower berth and one upper berth. For example: When a party of 49 enlisted persons is traveling in tourist sleeping cars of the twelve-section, one-drawing-room type, they will be furnished a transportation request for 18 lower and 13 upper tourist berths.

First car	13 lower berths for 26 persons
	13 upper berths for 13 persons
Second car	5 lower berths for 10 persons
Total	18 lower berths and 13 upper berths for 49 persons

When special tourist sleeping cars of the drawing-room type are furnished, the sofa in the drawing room of a car will be used on the basis of one upper berth if the use of the sofa will obviate the operation of an additional sleeping car.

Whenever a party consists of 15 or more persons, and there are neither regular section type sleeping cars nor troop sleepers (*d* below) available to accommodate the entire party, the carrier may, to the extent necessary, furnish the so-called Pullman Company three-tier tourist sleeper(s), if available. Each person assigned to space in a Pullman Company three-tier tourist sleeper will be furnished an individual berth, and the transportation request addressed to The Pullman Company will specify the total number of "Pullman Company three-tier tourist berths" to be furnished. When it is necessary for the carrier to furnish The Pullman Company three-tier tourist sleeper(s) in addition to other kind(s) of sleeping cars, in order to accommodate a particular movement, The Pullman Company three-tier tourist sleeper(s) will not be used until the other kind(s) of sleeping car(s) have been utilized to full capacity. If the carrier must furnish more than one kind of sleeping car in order to accommodate a particular party, one transportation request will be issued for the sleeping-car accommodations and show the number of each different kinds of berths involved.

(3) *Standard accommodations in lieu of tourist.* Whenever tourist-car berths are not available, standard-car berths will be furnished under the same conditions and on the same basis as set forth in (1) and (2) above. (See also (4) and *d* below.)

(4) *Alternative allowances.* The alternative allowances (upper or lower berths; tourist or standard accommodations) provided for in (1), (2), and (3) above, contemplate furnishing the most

economical accommodations available on the train (and connecting trains en route) and authorized. The higher cost berths and accommodations will be utilized only to the extent that those of lower cost are not available. (See par. 13.)

d. **TROOP SLEEPERS** Whenever troop sleepers are used in lieu of tourist sleepers, see War Department Commercial Traffic Bulletin No. 6, 1945, regarding the use of troop sleepers.

e. **COMMERCIAL VESSEL.** See paragraph 17.

f. **TRANSPORTATION OF ALIENS (AS DISTINGUISHED FROM ENEMY ALIENS) AND OTHER PERSONS EVACUATED FROM MILITARY AREAS.** The lowest class of transportation by the facility used will be furnished aliens (as distinguished from enemy aliens) or other persons evacuated from military areas pursuant to the provisions of Executive Order No. 9066 (sec. II, WD Bull. 10, 1942), except that where transportation is by rail carriers and the journey involves spending two nights or more on the train, sleeping-car accommodations, tourist whenever available, otherwise standard, will be furnished for the entire distance from point of origin to destination only for all children under 14 years of age and females who may be included in a movement. In such cases the accommodations will be furnished on the following basis: A mother with her child or children under 14 years of age or a woman in charge of a child or children under 14 years of age, as prescribed for a wife and child or children in paragraph 5b(2). Other women 50 years of age and over, a separate lower berth for each. Other females 14 years of age and over, and under 50 years, two persons to a lower berth until all available lower berths in the car are used and the remainder of such females in an upper berth each in the same car until the capacity of the car is reached. Where lower berths or a sufficient number thereof are not available, one upper berth will be furnished each individual to the extent that lower berths are not available on the foregoing basis.

6. Physically Disabled Patients Not Traveling in a Mileage Status

a. **KIND OF ACCOMMODATIONS.** It will be the policy to furnish accommodations for physically disabled patients, and any authorized attendants while accompanying such patients, in air-conditioned sleeping cars or air-conditioned parlor cars whenever possible under the conditions set forth in this paragraph, in cases where United States Army hospital cars are not used. The term "physically disabled patients" as used in this paragraph includes evacuees under Executive Order No. 9066 (sec. II, WD Bull. No. 10, 1942), but it does not include dependents in view of decision of the Comptroller of the Treasury (27 Comp. Dec. 1042) that no extra traveling expenses occasioned by disability will be paid by

the Government in the case of dependents. No air-conditioned accommodations will be requested for attendants while not actually accompanying physically disabled patients but in such circumstance they will be furnished any authorized accommodations to which they be entitled for normal travel under the provisions of this manual.

b. **MOVEMENTS OF LESS THAN 15 PERSONS (PATIENTS, INCLUDING ATTENDANTS).** (1) Except as set forth in (2) below, physically disabled patients in movements of less than 15 persons (patients, including attendants) will be furnished one lower berth each or one upper berth each, whichever may be determined by the responsible medical officer. For persons (patients) restricted to tourist accommodations whenever available, under the provisions of this manual the berths will be requested in sleeping cars, air-conditioned tourist where operated, otherwise air-conditioned standard where operated for the distance that such tourist is not operated. Where no air-conditioned sleeping cars of either kind are operated for any portion of the distance, the berths will be requested for such distance in nonair-conditioned standard where operated. For persons (patients) entitled to standard accommodations, under the provisions of this manual, the berths will be requested in air-conditioned standard sleeping cars where operated and in nonair-conditioned standard where operated for any portion of the distance that such air-conditioned cars are not operated. The foregoing shall not be construed to require a change of cars other than at the terminus of the car occupied. Whenever the condition of a physically disabled patient warrants the use of a seat and daylight sleeping-car or parlor-car schedules are available and adequate, as determined by the responsible medical officer, each such patient will be furnished a seat in such sleeping car or parlor car, observing the same rules with respect to air-conditioned cars as apply above to furnishing a berth. Attendants will be provided for such physically disabled patients whenever the responsible medical officer determines that such is necessary. Regardless of grade or status, attendants will be furnished accommodations in the same car with the patients, a seat in the case of seat service, or the berth accommodations to which they are entitled under the provisions of this manual, in the case of berth service. The transportation officer under direction of his commanding officer will make advance requests to the carriers' special representative, where one has been appointed, otherwise the joint special representative, or the local agent if neither representative has been appointed, for accommodations in harmony with the provisions of this subparagraph (1) and *a* above. (See also par. 13.) Trans-

portation requests drawn on the sleeping car or parlor car companies for accommodations under this subparagraph (1) will be annotated on the face thereof as follows: "Air-conditioned tourist where operated, otherwise A-C standard, otherwise nonA-C standard" for berths for persons restricted to tourist accommodations whenever available, or "Air-conditioned standard where operated, otherwise nonA-C standard" for berths for persons entitled to standard accommodations, or "Air-conditioned accommodations where operated, otherwise nonA-C standard or parlor" for seats under this subparagraph (1). Transportation requests for such accommodations for officer attendants traveling in a mileage status may be furnished only under the circumstances and conditions set forth in *e* below.

(2) Whenever a physically disabled patient in movements of less than 15 persons (patients, including attendants) may be expected to be noisy, ill-mannered, unpresentable, or otherwise objectionable to the public, or is in such physical condition as to require exclusive accommodations, the responsible medical officer will furnish the transportation officer issuing the transportation request a certificate, in duplicate, stating that the condition of the patient(s) requires exclusive accommodations. Attendants will be provided at all times for such physically disabled patients. Accommodations will be furnished for such physically disabled patients and their attendants (*e* below) in drawing rooms in air-conditioned parlor cars or in *roomettes*, bedrooms, compartments, or drawing rooms in air-conditioned sleeping cars, where such air-conditioned cars are operated; otherwise such room accommodations will be furnished in nonair-conditioned parlor or sleeping cars, where operated. The responsible medical officer, in coordination with the transportation officer, will determine in each case the number of attendants required, the class of accommodations required (that is, roomettes, bedrooms, compartments, or drawing rooms, whichever is the most economical available and meets the needs), and the total number of persons (physically disabled patients and attendants), not less than two, to occupy each double bedroom, compartment, or drawing room. Superior room accommodations will not be requested in any case where lower class room accommodations are adequate and available. For example, a drawing room will not be requested if a compartment is adequate and available. Further, if any of the classes of room accommodations authorized herein are adequate and available, the authority of I.C.C. Service Order No. 213 to dispossess passengers in order to secure space for invalid, disabled, or infirm military personnel, and their attendants, en route to or from a point of hospitalization,

will not be invoked to secure lower or higher class room accommodations. The medical officer and transportation officer will also give due consideration to the use of special cars under the provisions of *c* below, if feasible and more economical. A statement of the foregoing determinations will be included by the medical officer in the above-mentioned certificate furnished the transportation officer. The transportation officer under direction of his commanding officer will make advance requests to the carriers' special representative, where one has been appointed, otherwise the joint special representative, or the local agent if neither representative has been appointed, for accommodations in harmony with the provisions of this subparagraph (2) and *a* above. (See also par. 13.) Transportation requests drawn on the sleeping car or parlor car companies for accommodations under this subparagraph (2) will be annotated on the face thereof as follows: "Air-conditioned accommodations where operated."

c. MOVEMENTS OF PARTIES OF 15 OR MORE PERSONS (PATIENTS, INCLUDING ATTENDANTS). Whenever a movement of physically disabled patients, including attendants, consists of 15 or more persons, berth accommodations will be requested in air-conditioned tourist sleeping cars, if available; otherwise in air-conditioned standard sleeping cars. Such patients will be furnished one lower berth each or one upper berth each, whichever may be determined by the responsible medical officer. Whenever the condition of physically disabled patients warrants the use of seats and daylight schedules are available and adequate, as determined by the responsible medical officer, seats will be furnished in air-conditioned tourist sleeping cars, if available; otherwise in air-conditioned standard sleeping cars or air-conditioned parlor cars. In such cases a seat will be furnished each patient. The foregoing shall not be construed to require change of cars en route. Attendants will be provided for such physically disabled patients whenever the responsible medical officer determines that such is necessary. Regardless of grade or status, attendants will be furnished accommodations in the same car with the patients, a seat in the case of seat service, or the berth accommodations to which they are entitled under the provisions of this manual, in the case of berth service. (See *e* below.) The transportation officer will make advance requests to the carriers' joint special representative, where one has been appointed, otherwise the local agent, for accommodations in harmony with the provisions of this subparagraph *c*, and *a* above, for movements under routing control of the local transportation officer. (See AR 55-130 and TM 55-530 (when published).) The Chief of Transportation will make like request for movements

under his routing control. Transportation requests drawn on the sleeping car or parlor car companies for seats under this subparagraph *c* will be annotated on the face thereof as follows: "Air-conditioned tourist if available, otherwise A-C standard or A-C parlor." Sleeping car transportation requests for berths will be annotated on the face thereof as follows: "Air-conditioned tourist, if available, otherwise A-C standard." (See par. 13c.) For the purpose of this subparagraph *c*, all persons furnished transportation will be considered to be of the classes who are restricted to "tourist accommodations whenever available," so far as rail transportation is concerned, regardless of whether berths are furnished in tourist or standard sleeping cars, or seats are furnished in such sleeping cars or parlor cars. Transportation requests for rail service will therefore be annotated "Intermediate (Class)" whenever applicable under the provisions of War Department Commercial Traffic Bulletin No. 6, 1945.

d. MEDICAL OFFICER'S CERTIFICATES; DISPOSITION. The certificates of the medical officer furnished under *b* above, will be annotated on the upper right-hand corner by the transportation officer with the serial numbers of the transportation requests issued, and he will forward the annotated original certificates on the date the requests are issued to the disbursing officer designated to pay the carrier's bill, attaching no papers or letter of transmittal thereto. A copy of the medical officer's certificates will be furnished by the transportation officer to the Chief of Transportation in connection with applications to his office for routing arrangements under AR 55-130 and TM 55-530 (when published).

e. OFFICER ATTENDANTS IN A MILEAGE STATUS. Where officers (or other persons entitled to the same mileage allowance) traveling in a mileage status act as attendants under the provisions of *b*(2) or *c* above, they will be included on the same transportation request for the accommodations as that covering the physically disabled patients, except that where such attendants will occupy room accommodations for their exclusive use they will not be included on the transportation request for accommodations for the patients nor will a separate request be issued for accommodations for such attendants. The transportation officer issuing the request will collect in advance from officer attendants for their share of the accommodations on the basis of one seat in the case of drawing rooms in parlor cars, and one lower berth in the case of double bedrooms, compartments, or drawing rooms in sleeping cars, for each officer attendant at the regular commercial charge, provided that in the case of special sleeping or parlor cars, collection will be made for the space actually occupied. The amount collected will

be forwarded by the transportation officer, together with a copy of the attendant's travel order, annotated with the serial number of the transportation request involved, to the disbursing officer designated to pay the carrier's bill.

f. POSITION OF CARS IN PASSENGER TRAINS. Upon request of The Surgeon General, through the Chief of Transportation, the Association of American Railroads promulgated the following instructions to chief operating officers of member railroads under date of 21 November 1944.

(1) *For all movements of patients in regular train service.* (a) That in all cases where baggage cars, express cars, or mail cars are carried in regular service, such cars be placed between the engine and the cars transporting patients.

(b) That where baggage cars, express cars, or mail cars are not carried in regular service, cars used for transporting attendant medical personnel other than patients be placed ahead of cars utilized for the movement of patients.

(c) That where a separate car with medical personnel is not available in (b) above, car or cars with patients will be placed at the end of the train.

(d) That all cars carrying patients continue to be placed in such fashion as to avoid the necessity for the public to pass through them.

(2) *For all movements of patients in special train service.* (a) That car or cars transporting attendants be placed, whenever possible, between the engine and cars transporting patients.

(b) That whenever baggage cars are transported, such cars be placed between the engine and cars transporting patients.

(c) That whenever the circumstances enumerated in (a) and (b) above do not exist, whenever possible, a suitable buffer car be placed between the engine and the cars transporting the patients. In interpreting this part of the provision, it is not intended that excessive delays or wastage of power or equipment be encountered. The Office of Chief of Transportation, however, strongly urges the carriers to take the necessary action to accomplish this objective whenever it is possible to do so without seriously affecting the expeditious operation of the train movement.

(3) *Dining cars on regular trains.* Where patients moving in special cars, including United States Army hospital cars, on regular trains are to use commercial dining car service of the train on which they are traveling, the dining car(s) should be so placed that there will be no necessity for other passengers to pass through the cars containing patients, or the patients to pass through other passenger cars.

(4) *United States Army hospital cars moving without patients on regular trains.* The provisions of (1) above, will apply.

7. Insane Patients Not Traveling in a Mileage Status

a. **KIND OF ACCOMMODATIONS** It will be the policy to furnish accommodations for insane patients, and attendants while accompanying such patients, in air-conditioned sleeping cars or air-conditioned parlor cars whenever possible under the conditions set forth in this paragraph, in cases where United States Army hospital cars are not used. The term "insane patients" as used in this paragraph means patients who are insane or who are undergoing observation for insanity or mental disorders. The term includes evacuees under Executive Order No. 9066 (sec. II, WD Bull. No. 10, 1942), but it does not include dependents (27 Comp. Dec. 1042). No air-conditioned accommodations will be requested for attendants while not actually accompanying insane patients but in such circumstance they will be furnished any authorized accommodations to which they may be entitled for normal travel under the provisions of this manual.

b. **MOVEMENTS OF LESS THAN 15 PERSONS (PATIENTS, INCLUDING ATTENDANTS).** The provisions of paragraph 6b(2) will also apply to patients certified by the responsible medical officer as being insane within the meaning of this paragraph, when movements consist of less than 15 persons (patients, including attendants). Attendants will be provided in all cases.

c. **MOVEMENTS OF PARTIES OF 15 OR MORE PERSONS (PATIENTS, INCLUDING ATTENDANTS).** The provisions of paragraph 6c will also apply to movements of parties of 15 or more persons (insane patients, including attendants). Attendants will be provided in all cases. Special cars only will be used.

d. **MEDICAL OFFICER'S CERTIFICATES, DISPOSITION.** The provisions of paragraph 6d will also apply.

e. **OFFICER ATTENDANTS IN A MILEAGE STATUS.** The provisions of paragraph 6e will also apply.

f. **POSITION OF CARS IN PASSENGER TRAINS.** The provisions of paragraph 6f will also apply.

8. General Prisoners or Other Military Prisoners

a. General prisoners or other military prisoners being moved from one place of confinement to another will not be furnished sleeping-car accommodations of any character, except as authorized in b below. (See also c below.)

b. If military necessity requires the removal from one place to another of a prisoner whose physical condition is such as to require travel in a sleeping car as a part of his medical care and attention,

sleeping-car accommodations will be furnished at public expense. Such physical condition must be ascertained by the proper medical officer and a certificate as to the necessity for sleeping-car accommodations must be furnished the transportation officer issuing the transportation requests covering the travel. (See also *c* below.)

c. Where special car(s) containing general prisoners or other military prisoners are handled in regular train service, the carriers have been requested, through the Association of American Railroads, to place such cars either ahead or behind all other cars occupied by other passengers. Request has also been made on the carriers that where such prisoners are to use commercial dining car service of the train on which they are traveling, the dining car(s) be so placed that there will be no necessity for other passengers to pass through the prisoner car(s), or the prisoners to pass through other passenger cars, and where it is impossible to effect such an arrangement that meals for the prisoners be brought to their special car without additional expense to the Government for such service. The local transportation officer will therefore request the carrier's local joint special representative where one has been appointed, otherwise the local agent, sufficiently in advance to provide for such placement(s) in the train of the initial carrier as well as in the train of any other carrier(s) participating in the through movement.

9. Enlisted Persons, Upon Retirement

Whenever an enlisted person upon retirement is authorized transportation under the provisions of AR 55-120 and TM 55-520 (when published), the sleeping-car or parlor-car accommodations to which such enlisted person is entitled under the provisions of this manual will be furnished.

10. Attendants With Remains

Attendants accompanying remains will be furnished the authorized accommodations to which entitled, except that transportation requests for parlor-car or sleeping-car accommodations will not be furnished for officer attendants, or other attendants entitled to the same mileage allowances, traveling in a mileage status.

11. Officers Not Traveling in Mileage Status and Civilian Employees Included in Movement of Troops Traveling on Troop Train or on Train Other Than Troop Train

a. ON TROOP TRAIN. Officers not traveling in a mileage status and civilian employees included in a movement of troops traveling on a troop train will be provided with standard sleeping-car ac-

commodations on the basis of one berth each, a lower if practicable, otherwise an upper, subject to the provisions of paragraph 12. Parlor-car accommodations may be furnished instead of sleeping-car accommodations on the basis of one seat for each person when the journey does not involve night travel, subject to the provisions of paragraph 12, except that civilian employees will not be furnished parlor-car accommodations where the provisions of the Standardized Government Travel Regulations do not allow such accommodations. When the number of such persons is too small to justify the chartering of a car for their accommodation (par. 12), they will be furnished with space properly curtained off for their accommodations in a car authorized for the troops; such space when sleeping cars are authorized for the troops to be on the basis of one berth for each such person, a lower if practicable, otherwise an upper. Room accommodations (roomettes, bedrooms, compartments, drawing rooms) will not be used unless the excess cost thereof is paid from personal funds, or the carrier or Pullman Company as the case may be agrees to open such room accommodations for occupancy on a berth basis.

b. NOT ON TROOP TRAIN. Officers not traveling in a mileage status, and civilian employees included in a movement of troops traveling on a train other than a troop train, are entitled to a berth in a standard sleeping car open to the general public on the same train, on the basis of one berth each, a lower if practicable, otherwise an upper, when such accommodations are available and their use is permitted by duties en route; otherwise they will be furnished with space in a car authorized for the troops, such space, when sleeping cars are authorized for the troops, to be on the basis of one berth for each such person, a lower if practicable, otherwise an upper. When the journey does not involve night travel, parlor-car accommodations will be furnished in like circumstances on the basis of one seat for each such person, except that civilian employees will not be furnished parlor-car accommodations where the provisions of the Standardized Government Travel Regulations do not allow such accommodations.

12. Charter of Sleeping Cars or Parlor Cars

Special sleeping cars or parlor cars will be chartered only when the expense does not exceed the cost of berths and seats authorized to be furnished.

13. Procedure to Obtain Berths or Seats

a. RESERVATION OF SPACE. The transportation officer will reserve the required accommodations for the entire journey, so far

as practicable, except that the Chief of Transportation will arrange for accommodations in the case of movements which are routed by him under existing regulations. However, transportation officers at armed forces induction stations will arrange for any accommodations which may be authorized herein in connection with transportation furnished under their jurisdiction. (See also AR 55-110.) If request is made for berth accommodations at a time when neither lower nor upper berths are available on the train to be used, the Pullman Company has agreed to reserve, under the serial number of the transportation request issued for such accommodations, the required berth accommodations in a room at berth rates, if available, in the understanding that should berth accommodations in an open car become available before departure of the train, the transportation request will be honored in the berth accommodations in the open car, or if berth accommodations in an open car become available en route the traveler(s) will be transferred to the berth accommodations in the open car. (See AR 55-110 regarding presentation of transportation request to sleeping-car conductor on train.) Where under the foregoing conditions berth accommodations in a room are furnished, any remaining berths in the room will be reserved or sold by The Pullman Company for the accommodations of other passengers of the same sex. Reservations will be released at the earliest possible moment when some circumstance arises to prevent their use. Such release of reservations will be made by the Chief of Transportation or by the transportation officer who made the reservations, under the foregoing regulations except that transportation officers will instruct individual travelers or persons in charge of party movements not traveling in special sleeping-cars that it is their responsibility to release the reservations, and take the action directed in AR 55-110.

b. SURRENDER OF TRANSPORTATION REQUEST TO AGENT OR CONDUCTOR. See AR 55-110.

c. RECEIPT FOR ACCOMMODATIONS FURNISHED. Travelers will be informed of the pertinent requirements of AR 55-110. Whenever the face of the transportation request is indorsed by the transportation officer, "Tourist whenever available," the traveler will be instructed to indorse over his signature in the space provided on the back of the request a statement as to the points between which tourist accommodations are furnished. In case tourist accommodations become available en route and the transportation request cannot be indorsed on account of its having been lifted by the agent or by the first conductor (there having been a change of conductors), then the traveler will promptly forward the state-

ment to the disbursing officer designated to pay the carrier's bill. The statement will also cite the serial number of the transportation request. Travelers will be instructed to advise the foregoing disbursing officer promptly whenever the accommodations used are less than those called for by sleeping-car or parlor-car tickets or transfer tickets.

14. Accommodations at Variance With Transportation Request

Procurement from a carrier on a transportation request of excess space of a lower class than that called for by the request is prohibited, even though no additional cost to the Government is involved; for example, two lower tourist berths in lieu of a double berth in a standard sleeping car or seats in a parlor car in lieu of berths.

15. Accommodations Erroneously Furnished

The cost of transportation exceeding an enlisted person's allowance or otherwise erroneously furnished by a transportation officer without authority in Army Regulations or Technical Manuals will not be charged against the enlisted person using the transportation.

16. Unused Transportation Requests and Sleeping-car or Parlor-car Tickets and Transfer Tickets

See AR 55-110.

17. Class of Passenger Transportation to be Furnished

a. STATUTORY RESTRICTIONS OF ALLOWANCES. Section 10 of the act of March 3, 1933 (47 Stat. 1516) reads as follows: "Whenever by or under authority of law actual expenses for travel may be allowed to officers or employees of the United States, such allowances, in the case of travel ordered after the date of enactment of this Act, shall not exceed the lowest first-class rate by the transportation facility used in such travel."

b. BY RAIL. The class of transportation to be furnished via rail lines is prescribed in War Department regulations and other publications and will not exceed the lowest first-class rate except as authorized in (1) and (2) below.

(1) *Extra-fare train*. Where it has been determined by the authority directing the travel of military personnel that the mission cannot be accomplished by use of a regular-fare train but can be accomplished by the use of an extra-fare train, the orders di-

recting travel of such military personnel, other than in a mileage status, will authorize transportation to be furnished by that particular extra-fare train, specifying the identifying name or number of the train and the name of the railroad(s) over which it is operated and explaining the necessity for travel by that train. (See 23 Comp. Gen. 532.) A separate transportation request will be issued for each extra-fare ticket for each extra-fare train and the issuing transportation officer will annotate the block space on the right-hand side of the face of the request as follows: "Extra-fare ticket for (insert name of carrier(s) and identifying name or number of train) only." Except as provided in (2) below, whenever transportation is authorized by an extra-fare train, parlor-car, and sleeping-car accommodations may be furnished on the basis prescribed in this manual, but only on the following conditions:

(a) If the train used includes berth accommodations, no accommodations costing more than a lower berth will be furnished at public expense, even though berth accommodations are not available. If superior accommodations are used, the traveler should arrange to pay the carrier for the excess cost.

(b) Whenever the train used is made up exclusively of superior accommodations such as roomettes, bedrooms, compartments, or drawing rooms, no accommodations for one person costing more than the lowest cost room on the train will be furnished at public expense, even though such lowest cost room is not available. Where a particular party consists of two or more persons, no accommodations will be furnished at public expense which cost more than the most economical arrangement which could be made in rooms operated on the train even though the space required in computing the most economical arrangement is not available. If superior accommodations are used in either of the foregoing cases, the travelers should arrange to pay the carrier for the excess cost.

(2) *Use of superior accommodations for transportation of top secret and/or secret documents; also valuable War Department property transported as hand baggage.* Where officer messenger, traveling in other than a mileage status, is to transport top secret and/or secret documents, or where personnel of the Military Establishment, traveling in other than a mileage status, are to transport War Department property (other than top secret and/or secret documents) as hand baggage, either by regular-fare train, or by extra-fare train when the use of the latter is authorized under the conditions of (1) above, the authority directing the travel will make request to The Adjutant General, Washington 25, D. C., for authority under the current appropriation act to provide in the order directing the travel for the furnishing of

superior accommodations, that is, roomette, bedroom, compartment, or drawing room, whichever may be the most economical available at the time of travel and meets the military needs, and for furnishing any additional transportation that may be required under the carriers' tariffs for exclusive occupancy of such superior accommodations. Such request will be accompanied by a statement of justification for use of the superior accommodations. Travel orders issued based upon the approval of the Secretary of War will state that "The use of superior accommodations is directed by the Secretary of War under authority contained in (citing radio or letter including date such request was approved)." The transportation request issued for the rail transportation will include any additional transportation that may be required under the carrier's(s') tariffs for exclusive occupancy of the superior accommodations.

c. By commercial vessel. (1) First class. Transportation of the lowest first-class rate and lowest first-class berth in stateroom by the facility used will be furnished the following personnel, provided that two authorized dependent children under 6 years of age will be placed in one lower berth (see also *e* below) :

Commissioned officers; cadets, United States Military Academy; aviation cadets; noncommissioned officers of the first three grades; members of Reserve Officers' Training Corps while traveling to and from training camps when not paid travel allowances; civilian candidates, Citizen Military Training Camps, en route to and from training camps when not paid travel allowances; authorized dependents; and civilian officials and employees.

(2) *Second class.* (a) Second-class transportation will be furnished to—

1. Enlisted persons below the third grade.
2. Applicants for enlistment or enrollment.
3. Rejected applicants for enlistment or enrollment.

(b) Second-class water transportation of minimum cost will be furnished when available. If not available on the particular vessel which of necessity must be used, then the next higher charge available will be furnished, subject to statutory limitations to lowest first-class rate. (see also *e* below.) The term "second class water transportation" as used herein refers to the second-class charge published in the carrier's tariff. Third class, steerage, or any other class of accommodations lower than second class will never be used, except in case of military necessity in time of war. Where the passage rates do not include berth in stateroom, a berth in a stateroom, in addition to passage, will be furnished when the

journey involves spending a night on the boat, on the basis of one person to each berth.

(3) Frequently the steamship company makes a separate charge for staterooms. When dependents are traveling on these boats, and the party consists of both males and females over 6 years of age, berths in separate rooms may be furnished for each sex. One dependent will be placed in each berth except when three are two children below the age of 6, in which case the two children will be placed in the lower berth.

d. RESERVATIONS. For travel via commercial steamship to points beyond the continental limits of the United States, application will be made to the Chief of Transportation for reservations. For all other travel by commercial steamship, officers furnishing transportation will arrange with the carriers' agents, where practicable, to reserve accommodations of minimum costs of the class authorized in advance, in which case Standard Form No. 1030 (Transportation Request) will be drawn on the carrier for such service "at lowest rate" in accordance with the terms printed on the face of the transportation request except as indicated in *a* above and *e* below. Where standard form of Government transportation request is not in use beyond the continental limits of the United States, the foregoing principles will nevertheless obtain in making reservations and in requesting transportation. Reservations will be released sufficiently in advance when some unusual circumstance arises which will prevent their use.

e. BALTIMORE STEAM PACKET COMPANY; NORFOLK & WASHINGTON STEAMBOAT COMPANY. Under the principle set forth in the Comptroller General's Decision A 50504, September 23, 1933, berth accommodations in the lowest first-class rate outside stateroom on boats operated by the Baltimore Steam Packet Company, and on boats operated by the Norfolk & Washington Steamboat Company will be furnished personnel enumerated in *c*(1) above, and berth accommodations in the lowest first-class rate stateroom available not to exceed berth accommodations in the lowest first-class outside stateroom on boats operated by the above-named lines will be furnished personnel enumerated in *c*(2) above.

